4.4 Aviation

Because the region is focusing on aviation related industries and manufacturing and because the FedEx Mid-Atlantic hub has recently opened, airports are an important component of freight movement in the region[1]. The MPO's interest is not in duplicating the airport master plans, but in determining how airport plans and operations will affect the demand for ground transportation.

4.4.1 Piedmont Triad International Airport (PTIA)

The Executive Summary of PTIA's Airport Master Plan says:

> *"The expanded airfield infrastructure makes the airport an ideal candidate for enhanced service from its existing air carriers, potential new air carriers, fixed base operators and tenants and provides new capabilities to attract additional aviation-related tenants engaged in distribution, logistics, manufacturing, cargo, and aircraft repair and maintenance.*
>
> *The airport continues to be a center for important regional economic development, with such major tenants as FedEx, Honda Aircraft, TIMCO, and CESNA, and with an outstanding infrastructure to attract new tenants.*
>
> *The Airport Master Plan Update anticipates that the airport's most likely growth in the Near-Term will be the result of new tenants locating at the airport to take advantage of its outstanding infrastructure and its central location on the East Coast. Airport planning should embrace this trend. Finally, PTAA must plan for Long-Term growth. Undeveloped land, primarily to the north and west of the airport, must be acquired and protected to allow for future growth. This Airport Master Plan Update includes a long range strategic vision that goes beyond the typical 20-year planning horizon addressed in most Airport Master Plan Updates. The strategic vision proposes a future "fence line" to the north and west of the airport that will help guide decision-making as PTAA and land use and transportation planners consider land use around the airport"* (URS, 2010).

PTIA has expansion opportunities in the northwest quadrant of the airport property. To access this property a new cross-field taxiway perpendicular to the second parallel runway and crossing Bryan Boulevard is to be constructed. Additional data concerning PTIA's Master Plan can be found at http://airportmasterplan.homestead.com/Executive_Summary_Final.pdf.

---

[1] John McPhee gives a readable account of air cargo operations and their effect on local economies in *Uncommon Carriers.*

Growth of PTIA will impact regional economic development. Because economic development can move quickly, it is important that transportation and land planners develop a close working relationship with PTIA to enable them to act quickly as expansion happens and economic development opportunities present themselves.
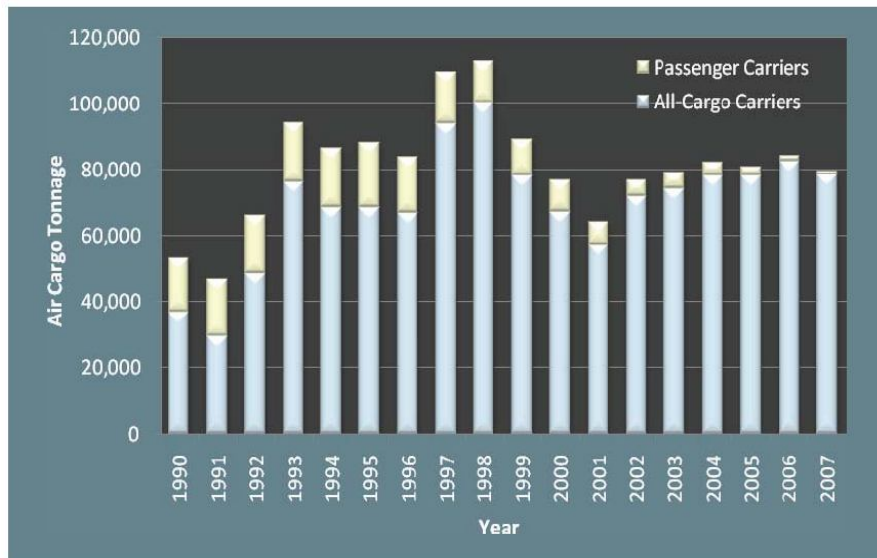
Source: Piedmont Triad Airport Authority.
Note: Data represent sum of enplaned and deplaned freight and mail.

Figure 4.4-1: Cargo and Passenger Volume at PTI

PTIA has two parallel runways and a shorter crossing runway. The parallel runways are designated as 5R/23L[2], 5L/23R and 14/32 and have lengths of 10,001 feet, 9,000 feet and 6380 feet respectively. The critical design aircraft for all three runways is an MD-11.

Projects near the airport include I-73 Connector (I-5110), US 220/ NC 68 Connector (R-2413), Airport Connector, E. Market Street widening (U-3617), Sandy Ridge Road widening (U-4758) and extension and widening of NC 68 and Pleasant Ridge Road.

4.4.2 Smith Reynolds Airport, Winston Salem

Although Smith Reynolds Airport does not have the multiple runways or the runway length of PTIA, it is an important asset of the region. It is used primarily for private aircraft and maintenance of larger commercial aircraft; it has the capability for a freight/logistics operation using turboprop and regional jets. Smith Reynolds is a solid performer in the region's aviation efforts and careful attention should be paid to planned expansions, especially as affected by the modernization of Business 40 and US 52 in Winston-Salem.

The primary runway at Smith Reynolds Airport (INT) is Runway 15/33 which has a length of 6,655 feet long and 150 feet wide'. Runway 4/22 is INT's crosswind runway which has a length

---

[2] Runways are designated according to angle and direction of approach so that an East-West runway is designated as 9/27. The L and R designations denote runways that are parallel to one another.

of 3,938 feet and a width of 150 feet.   Each runway at INT is supported by a full length parallel taxiway.

4.4.3 Other Airports

Asheboro Regional Airport is a city-owned public-use airport located 5.2 miles (11 km) southwest of the central business district of Asheboro. It was formerly known as Asheboro Municipal Airport. Asheboro Regional Airport covers an area of 454 acres (184 ha) at an elevation of 671 feet (205 m) above mean sea level. It has one runway designated 3/21 with an asphalt surface measuring 5,501 by 100 feet (1,677 (x) 30 m).   The Asheboro Regional Airport is also the site of the North Carolina Aviation Museum and Hall of Fame.

Stanley County Airport is a county owned public use airport 4.0 miles (6.7 km) northeast of Albemarle in Stanley County. The airport features two runways at an elevation of 609 feet (185 m). The primary runway, 4/22 R is 5,500 feet long 100 feet wide and capable for the landing the C-130 Aircraft of the 145th Tactical Airlift Group of the North Carolina Air National Guard. The secondary runway 4/22L is 3,500 feet long and 75 feet wide.

Rockingham County NC Shiloh Airport is a county-owned, public-use airport in Rockingham County. It is located in the town of Stoneville, 7.9 miles (12.7 km) northwest of the central business district of the city of Reidsville It is also known as Rockingham County/NC Shiloh Airport, Rockingham County/Shiloh Airport, or simply as Shiloh Airport. The airport covers an area of 220 acres (89 ha) at an elevation of 694 feet (212 m) above mean sea level. It has one runway designated 13/31 is oriented southeast to northwest (130^0, 31^0) with an asphalt surface measuring 5,199 by 100 feet (1,585 x 30 m).

Davidson County Airport is a public airport located 3 miles (5 km) southwest of the central business district of Lexington. This general aviation airport covers 75 acres and has one runway, 5004 feet long and 100 feet wide.

Burlington-Alamance Regional Airport is a public use airport in Alamance County. It is 3.5 miles (5.6 km) southwest of the Burlington central business district and is owned by the Burlington-Alamance Airport Authority. The National Plan of Integrated Airport Systems for 2011–2015 categorized it as a general aviation facility. Burlington-Alamance Regional Airport covers 500 acres (202 ha) at an elevation of 616 feet (188 m) above mean sea level. It has one runway is designated 6/24, is oriented northeast to southwest (600 /2400), has an asphalt surface measuring 4,999 by 99 feet (1,524 x 30 m). The airport plans to extend its runway to 6,400 feet. Burlington-Alamance Airport's biggest tenant is LabCorp's fleet of aircraft which are used to collect lab test samples for processing throughout the Southeast. The adjacent Burlington-Alamance Airports industrial park is where Honda Aircraft builds its jet engines.

Mount Airy/Surry County Airport is a public use airport located 2.9 miles (4.6 km) southeast of the central business district of Mount Airy, in Surry County. The airport is owned by the city

and county. The National Plan of Integrated Airport Systems for 2011–2015 classed it as a general aviation facility. Mount Airy/Surry County Airport covers an area of 147 acres (59 ha) at an elevation of 1,249 feet (381 m) above mean sea level. It has one runway designated 18/36 is oriented south to north (1800, 3600) with an asphalt surface measuring 4,301 by 75 feet (1,311 by 23 m).

Elkin Municipal Airport is a public airport located 3 miles (5 km) northeast of the Elkin central business district. This general aviation airport covers 91 acres and has one runway. Elkin airport maintains a 4003 foot runway.

Montgomery County Airport is a public use airport located in Star. It is owned and operated by Montgomery County. Montgomery County Airport covers an area of 65 acres (26 ha) at an elevation of 628 feet (191 m) above mean sea level. It has one asphalt paved runway designated 3/21 which measures 4,001 by 75 feet (1,220 by 23 m).

Swan Creek Airport is a private airport located on the western edge of Yadkin County, 5 miles (8km) west of I-77. The airport covers 35 acres and has two runways. Runway 1 is 1650 ft. long and 200 ft. wide and runway 2 is 2600 ft. long and 200 ft. wide. The airport is accessible from I-77.

Hiatt Airport is a private airport on the eastern edge of Davidson County south of I-85. The airport covers 30 acres and has two runways. Runway 1 is 2500 ft. length and 75 ft. width and runway 2 is 1160 ft. length and 50 ft. width. The location is accessible from I-85.

Sugar Valley Airport is a private airport in northeast Davie County just north of I-40. The airport covers 70 acres and has two runways. Runway 1 is 2424 ft. length and 25 ft. width and runway 2 is 2000 ft. length and 100 ft. width.

The table below summarizes the runway data for the airports in the Triad. The airports are arranged in order length of the primary runway. The approximate elevation of the runway is also shown if known.

Table 4.4-1 Runway Data

Airport	Runway Length(s) in Feet			
	Approximate Elevation (ft.)	Runway 1	Runway 2	Runway 3
Piedmont Triad International Airport	~900'	10,001	9,000	6,380
Smith Reynolds Airport	-	6,555	3,938	
Asheboro Regional Airport	~671'	5,510		

Airport	Runway Length(s) in Feet			
	Approximate Elevation (ft.)	Runway 1	Runway 2	Runway 3
Stanly Co. Airport	~609′	5,500	3,500	
Rockingham Co, NC Shiloh Airport	~694′	5,199		
Davidson Co. Airport	-	5,004		
Burlington Alamance Regional Airport	~616′	4,999		
Mount Airy/Surry Co. Airport	~1,249′	4,301		
Elkin Municipal Airport	-	4,003		
Montgomery Co. Airport	~628′	4,001		
Swan Creek Airport	-	2,600	1,650	
Hiatt Airport	-	2,500	1,160	
Sugar Valley Airport	-	2,424	2,000	

Works Cited

McPhee, J. (2006). Out in the Sort. In J. McPhee, *Uncommon Carriers* (pp. 153-184). New York: Farrar, Strauss and Giroux.

URS. (2010). *Executive Summary Airport Master Plan Update and Strategic Long-Range Vision.* Greensboro, NC: Piedmont Triad Airport Authority.